

**From:** [kwood@pacifier.ocm](mailto:kwood@pacifier.ocm)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Saturday, June 21, 2008 7:35:18 PM  
**Attachments:**

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Home Zip Code: 98682

Work Zip Code: NA



Person:

Other - Drive through about once a week from Vancouver to Beaverton and back

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

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Last Name: Wood

Title:

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Vancouver, WA 98682

Comments:

For 30 years, I commuted to Lloyd Center area from Vancouver, the last 15 by C-Tran from a park and ride. (Retired three years ago.) Traffic improved after I-205 opened,

then steadily worsened to the point where my bus was always late in the evening. Even if gas prices and other factors keep traffic at current levels, I strongly believe a new bridge with light rail, pedestrian, and bicycle access is necessary. Current congestion, especially in the evenings on both I-5 and I-205, is unacceptable.

I trust the CRC studies to come up with the best solution, and look forward to it being implemented soon. My preferred solution is replacement bridge with light rail.

Replacement bridge best solves earthquake, congestion, and safety issues. I strongly prefer light rail over bus rapid transit. It would be inconvenient to transfer from BRT to light rail and I think it is high time we had light rail in Clark County (supported it when we voted ten years ago).

As a long-time member of Portland Audubon Society, I understand and agree with their goal of reducing global warming pollution (I drive a hybrid), but strongly disagree with their position on CRC to reject all five alternatives. I do support tolling and have no problem with it starting before project completion and/or being imposed on both I-5 and I-205 to reduce demand and pay for the project. That and other steps can be taken to reduce or prevent growth in demand, so the replacement bridge will solve existing problems with the I-5 bridge. I think a replacement bridge with light rail is needed even if traffic stays at current levels.